

Spring Edition 2024

Stampe Club

STAMPE CLUB NEWSLETTER



MEMBERSHIP THAT SPANS 15 COUNTRIES



OBJECTIVES OF THE STAMPE CLUB

To enjoy Stampe aircraft by promoting safe flying, upkeep, preservation and restoration, as well as to provide a forum for discussion, exchange of ideas and information and to act as a focus between members and international organisations responsible for licensing and flight safety, etc.

STAMPE MEMBERSHIP

The Stampe Club is an international group of members in twelve different countries including Australasia, Europe, the Far East and North America and whilst the Stampe Club is an organisation presently located in the UK, the content of the Newsletter is intended to serve an international readership. Contact: wardrs@hotmail.com

Please Note

The views expressed in this communication are not necessarily those of the Stampe Club. Readers should be aware that the content is written mainly by amateurs. While reasonable efforts are taken to check the accuracy of statements in this Newsletter, no confidence should be placed in them unless independently checked and confirmed by an appropriate authority. Contributors to the Newsletter possess no greater expertise than that of their readers. Therefore, no advice, guidance, recommendation or factual statement should be relied upon until checked against a more dependable source. Neither the officers nor the contributors nor the Stampe Club accept responsibility for facts or opinions stated in this Newsletter.

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For more information visit www.stampeclub.com

There Is A Lot Happening!

You will have seen from recent activity that The Stampe Club has now fully embraced the digital world. It is our mission to be able to communicate quickly and effectively with all members without losing the Club's personal touch. We strive to foster a true sense of connected community through our common interest of Stampe aircraft and this is important to all of us as the Club's membership is spread over 15 different countries covering Australasia, South Africa, Europe and North America. As you can see, the Stampe Club is truly international and it is important that we share information, parts, ideas, knowledge, experience and a kindred spirit that keeps our aircraft in the air for many years to come.

Many members will have also noticed that a lot is happening by way of News, Stamps for Sale, Events, Fly-ins and much more. This is a direct result of our ability to use email and manage the club membership base to stay connected. Our new Stampe Club shop gives members an opportunity to purchase a variety of superbly crafted and branded items. We have partnered with a third-party fulfilment provider and items are charged to members as and when they buy them. This is good news for the club as it means we don't have to invest in stock or handle the administration and the club gets a small commission for every sale which helps us run the club overall. So, if you have been thinking of buying yourself a new hat or t-shirt I would like to point you to our new shop.

It is worth noting Members should also be aware that our club website, like most other



websites contains 'cookies' which are described as 'light weight'. This essentially means that whilst the Club can monitor usage, it cannot (and will not) contain any 'nasty' algorithms that fuel pop-ups, notifications or follow you around the internet.

As the weather improves, we are seeing some fantastic opportunities to meet up with other club members at the many fly-ins taking place around the world. I would urge you to visit the Stampe Club events page on our website and register to attend as many as you can.

Finally, we all have a duty to safeguard our combined future and the Stampe Club looks forward to the day when the propulsion of Stamps can be achieved through non-hydrocarbon power sources. It's going to happen. The question is when?

A Salute To Martin Holloway!



Club members will recall that 2024 started with the news of the sad death of the original Stampe Club Chairman, Martin Holloway, who led the Club from its beginning until 2011. What members may not appreciate is that Martin had accomplished distinguished careers with both military and civil aviation. In fact, his obituary given at his funeral says it all. It is reproduced in part with the blessing of Martin's family.

Many people never find their passion in life. Of the fortunate few who do, fewer still manage to devote their entire lives to the pursuit they love best to the extent that life and work become the same thing. In that respect, Martin Holloway was a fortunate man indeed.

Martin had friends from so many worlds: aviation, vintage planes, vintage cars, vintage motorcycles... let's just say vintage machinery

in general; it is obvious that, although a man of few words (unless talking about aeroplanes and cars), his quiet passion for life touched a great many people.

Martin's life changed when he joined the Fleet Air Arm which took him all over the world.



Martin Holloway

He saw action in Aden when his aircraft carrier, HMS Eagle, was part of the task force that covered the withdrawal of British forces from Aden in 1967. History talks of the Aden Emergency; fighting at times was fierce and Buccaneers, one of them flown by Martin, patrolled the air. Typically, Martin played down his role in this bit of history and preferred to talk about boozy parties on the British base.

Martin also took part in airstrikes on the wrecked oil tanker Torrey Canyon in order to burn off the massive oil slick forming in the seas off the Scilly Isles.

At this time, Martin started work at Airworks which supplied air services to the RAF and Fleet Air Arm: sometimes this involved combat training and, at other times, it might involve ferrying senior officers and VIPs. He was also a much respected member of

The Blue Herons air display team, which comprised Hawker Hunters. As long as he was airborne, he didn't really mind what he did: there was even a short spell working as a commercial pilot.

It could be said that the Stampe was Martin's longest relationship. He can be described as one of the men responsible for making a cult out of this 1930's designed biplane. As his friend and fellow Stampe enthusiast, Frank Esson, recalls, 'He was at the first meeting of the six people who formed the Club and it was decided, amongst all of us, that he was the most experienced person and that he should become the Chairman of the Club.'

Members may wish to refer to an extended interview Martin completed in 2020 for *Aeroplane* magazine. It can be found on <https://www.key.aero/article/aeroplane-meets-martin-holloway>

Back To The Future – World’s First Full-Time Civilian Aerobatic Team!

Back in 1970, a group of former RAF fast jet pilots exhilarated crowds over the world with daring aerobatics in Stampes under the banner of the Tobacco brand, Rothmans. The routine also included a solo (infamous) Lomcevak. A bit like a ‘falling leaf’ but twice as bad and often referred to as a ‘head banger’. It is said that the side flaps of a

Stampe will suddenly spring open when you get it right. Oh really!

The Rothmans display team eventually moved on to the Pitts S-2A’s but the Stampes will not be forgotten. In fact, a group of aerobatic Stampe pilots now form the present day Stampe Formation Team.



Events On The Horizon

There is plenty going on in 2024 for Stampe Club members. You can visit the Stampe Club website for more details on any of the events listed here at: <https://www.stampeclub.com/events--news.html>

The Stampe Club International Fly-In Headcorn/Lashenden (EGKH), Kent, UK 15/16 June 2024

The official 2024 Stampe Club Fly-In held at Headcorn Aerodrome, the heart of UK Vintage Aviation. Pilot accommodation will be in the Tenterden area of Kent and transport will be provided. You are advised to book hotel rooms early. Set in the middle of Kent, which is always referred to as the Garden of England, the airfield is close to the mainline station and within easy reach of London. So, it's either, plane or train. 23 aircraft visited the 2022 Fly-in and it was a wonderful sight to see. Headcorn Airfield has a great museum featuring many relics from WW2 and it is well worth a visit.



Free Stampe Club Fly-In Poster

Every Stampe Aircraft that attends the 2024 'International Stampe Club Fly-in' will receive a FREE Stampe Club poster.

It is A3 in size and digitally printed on art paper. It is supplied in a cardboard tube, so easy to put into your flight kit to take home for framing.

This is a limited edition poster for this specific event.



30th Antwerp Stampe Fly-In
Antwerp International Airport (EBAN)
Belgium
11/12 May 2024

This event is a must for all Stampeists. It is held in the emotional home and birthplace of Stampes. Its continued success is down to the light handed, yet efficient, organisation of Danny Cabooter and his family and numerous volunteers. It is always a good event with Stampes arriving from many European countries whose owners wish to savour the good company and cheer of other Stampeists. This is a 2 day event with many activities scheduled for the 2 days. Visit the Stampe & Vertongen Muesum website to register your aircraft to attend. <https://www.stampe.be/en-gb/piloten-info>

SATURDAY 10.00: Open to the public/Arrival of the participants.
13.00: Social gathering at the airfield/ Pleasure flights/Local flights & demonstrations/Static show.
19.00: BBQ and distribution of prizes

SUNDAY 10.00: Open to the public.
12.00: Lunch. **12.30:** Briefing.
13.00: Formation flight over Antwerp.
13.30: Local flights & demonstrations/ Pleasure flights. **16.30:** Para drop.
17.00: Event closes.



Pithiviers Fly-In

(LFFP) France

29/30 June 2024

This is a great event with Stamps from many parts of Europe.

It is a friendly event which combines good food and good cheer with good company. If you have not been, make it a personal 'must do' for 2024.

Please book your weekend now at LFFP.

<http://www.ac-ptv.org>





Is This Year The Last Of The Antwerp Fly-Ins?

The Antwerp fly-ins have been a regular part of the calendar for 30 years. But now, with the retirement of the ever-enthusiastic Danny Cabooter (and his family) as well as the increasing difficulties surrounding Antwerp Airport's security, this has created some doubts.

There is no doubt that Danny's efficient, but light-handed, organisation has always made the Antwerp fly-in a 'go-to' event. Consequently, it is difficult to visualise this without Danny's involvement.

The fact is that Antwerp is a busy international airport (EBAW), which celebrated its centenary last year, and is getting busier. As a result, much collaboration is required to accommodate the fly-in with the influx of commercial traffic. This is rarely an easy exercise but it is getting far more difficult as the airport is becoming increasingly aware of terrorist threats and the associated costs of security.

It is hoped that Danny's friends will take up the reins. But nothing planned!

What Parts Do You Need?

Over the years the Stampe Club has organised the re-manufacture of various frequently required parts by organising the manufacture on behalf of members who have wanted to be included within a batch order. These include undercarriage rubbers to metal wing attachment fixings and much more.

The important thing to note is that the Stampe Club does not, and will not, stock parts but is willing to act as a facilitator between the members and possible

manufacturers. The purchasing power of the Club is contained within its membership. Quite simply, it can negotiate good discounts which can considerably reduce the unit price.

So, the question is, what parts of a Stampe do the members feel the Club should investigate for possible re-manufacturing?



Contact Guy Solleveld for more details:
Tech@StampeClub.org





Oui, Mamselle

Roger Hadfield, who is now in his 90th year, writes from Ontario to provide a heartfelt description of his relationship with his Stampe and his aerobatic motto 'never lose a foot or knot unnecessarily'!

In November of 1977, I heard of a Stampe for sale just a couple of miles from my farm, south of Milton, Ontario.

I had a bit of Stampe experience, having my first flight at White Waltham (EGLM) and then The Tiger Club at Redhill (EGKR). I flew their Tigers and Stampes for a couple of summers during my London layovers with Air Canada. I was also blessed with a copy of 'Aerobatics' by Neil Williams, which was largely written with the Stampe in mind. I had a good look at C-GOMD which turned out to be number 16 of a lot of 60 odd Belgian Stampes turned out between 1947 and 1954. I knew they were good Stampes, built for the Belgian Air Force, with full

panels, fore and aft, by Sabena, and orange glass sliding canopy, to be used with blue goggles for instrument training.

V-16, which we christened 'Mamselle' had had a chequered career, rolled up in a ball at one time in Algeria, and built up again with new wings and whatever. It appeared to be a correct rebuild and started 'Mamselle' off again as a nearly new aircraft. I came to terms with the owner and an extra engine was thrown in. The engine mounted was for a late Chipmunk and about as far advanced as they went. She was painted lemon yellow,

cruiser orange, with Daytona white to set her off. She was lovely!

I put her down on our farm in December 1977 before I had a proper strip cleared – she’s been there ever since.

I was aerobating and my mentor was Neil Williams, one of the few aero pilots who I knew of with a nice writing ability and superb knowledge and experience. I would study his descriptions and instructions, and then go up and try them. Usually it didn’t work. I came down, read it again, and about the second or third time, I could normally manage to get through the figure OK. I trained all through the winter of ’78 and completed all summer, eventually gaining the Sportsmans win for that year.

I became very aware that this was a heavy Stampe, so went about shedding load. I removed starter, generator, battery, vac pump, the front instrument panel, aft horizon and the front seat. Later, I remove the portable radio, and other bits and, at the end, had dropped about 150lbs. Visiting Rollason’s that year, I found an open cockpit canopy that slid onto the canopy rails of Mamselle, then I covered in the front hole and the result was startling. At competitions, I planned my fuel to go up with about three gallons and we were then down to fighting weight.

The Canadian Intermediate class of the time was akin to the old Advanced and had some very limiting vertical requirements for Mamselle. At that time, I got involved with the Canadian team and managed it through the World Aerobatic 1980 at Oshkosh. We were fortunate to get Ladislav Bejak (Ladi) as our team trainer, which changed the way we did everything. Ladi was the first World Aerobatic Champion in 1960. His flying that year introduced all sorts of flat spin-tyre manoeuvres, culminating with the



Lomcovák, that amazing rotating figure, where the only control left was your hand on the throttle. I worked at them and could turn out the odd good one, but Ladi, with his Zlin, outshone everyone, from its introduction in 1960 on. Ladi revealed the reason for the name he chose in Czech, “It is the headache you get from drinking too much plum brandy”. The man had an amazing touch. He flew with me in Mamselle at one of our events – his first Stampe in 12 years – and put the aircraft through continuous rolling, looping figures for about five minutes, ending the same position and altitude and airspeed as he started.

That became my goal – to never lose a foot or a knot unnecessarily. I only then knew how lazy I had become, wasting knots and feet as if we had a surplus. With Ladi’s guidance, I managed the 1979 Intermediate win in Canada. This stretched my and Mamselle’s abilities to the limit. I worked for a while then, with various Pitts aircraft, on the advanced and unlimited figures. The Stampe had spoiled me – I found the Pitts to be a miserable little aeroplane, intent on my destruction. So I then flew airshows in Mamselle for about 25 years.

The Stampe is a crowd pleaser. The whole sequence can be kept right out front and close in. Competition gives you the discipline of the 1000 metre box, which becomes centre stage and always in full view of the spectators.

Experiences With A Renault-Engined Stampe

Veteran founding Club member, Roger Hanington, provides some advice and experiences for Renault-engined Stampes.

Firstly, it is important to understanding that the plungers on the fuel pumps do not prime the manifold. They merely pressurise the float chamber of the carburettor. The carburettor has an accelerator pump. The manifold is primed by exercising full strokes of the throttle lever, maybe eight times in the winter or four when warmer.

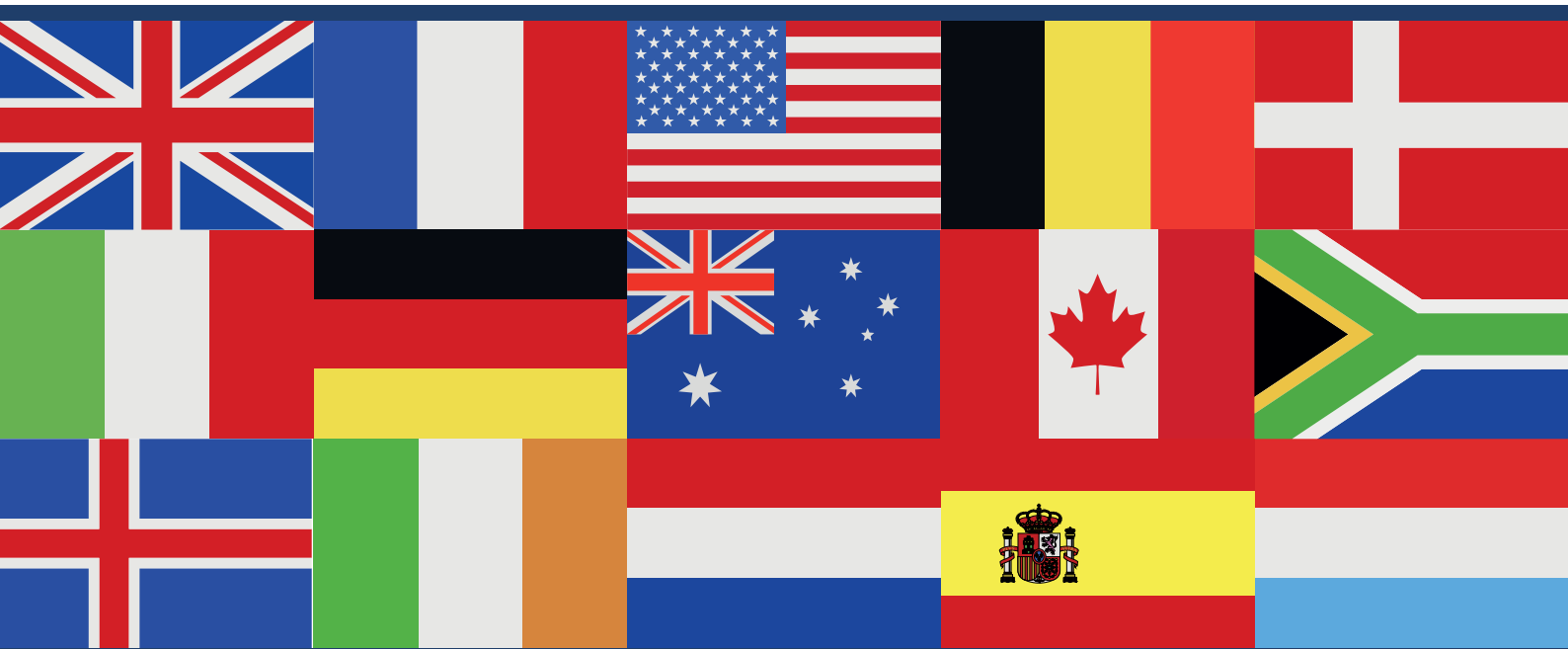
The carburettor will function under positive and/or negative G but not with neutral G.

I discovered this the hard way by holding a vertical climb for a stall turn. The engine stopped. The propellor stopped and I was too late in getting the rudder over. The result was a tail slide which flipped over into a vertical dive with a stationary propeller.

The standard teaching was to yaw the rudder but this did not work. However, a sharp pull out put a symmetric load on the propellor which got it turning. It all depends on whether the propellor has stopped vertically or horizontally!

Editor: Thank goodness for the Renault air start system!





Get Involved!

One of the great things about the Stampe Club is the range of its membership which covers some 15 different countries. Literally, from one corner of the world to the other!

We would love to read your local (or not so local) stories involving your Stampe and whilst photographs also help, it is 'word by word' descriptions from members which always make the difference. It helps other members to get a 'feel' for things in your area. So, get involved!



The Stampe Club Shop is open for business

It has been a long time in the making but finally on the 12th March 2024 the Stampe Club shop opened its doors for business. You'll find a whole range of clothing and gifts beautifully and expertly embroidered with the Stampe Club Logo. T-shirts, overalls, jackets, hats and bags are just a few of the items you can purchase and every year we will be adding more to the range. So, if there

is something specific you would like please do let us know.

Ordering from the Stampe Club shop could not be easier as it is all online including payment and goods are shipped internationally.

You can visit the Stampe Club Shop at <https://logothatpolo.co.uk/store/stampe/>



Hoody - Overhead/Zippered - STAMPE £22.96	Jacket - Mens Quilted Regatta - STAMPE £48.00	Jacket - Ladies Quilted Regatta - STAMPE £48.00	Ladies - Hoody Zipped - STAMPE £22.45
SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS
Ladies TShirt (V or Round Neck) - STAMPE £18.00	Overall Coverall Zipped - STAMPE £40.00	Oxford Shirt Long or Short Sleeved - STAMPE £30.00	Polo Shirt - STAMPE £19.99
SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS
Bag Navigator/Messenger - STAMPE £30.00	Beanie - With Pom OR No Pom - STAMPE £13.00	Body Warmer/Gilet Traditional - STAMPE £38.00	Embroidered T- Shirt Bear - 40.5cm Tall - STAMPE £30.00
SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS
Fleece Blanket - STAMPE £20.00	Fleece Zipped - STAMPE £22.96	Full-Zip Sweatshirt - STAMPE £25.96	Gilet - Regatta Diamond Quilted Mens Bodywarmer - STAMPE £35.95
SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS
Rugby Shirt - STAMPE £25.00	Scarf - STAMPE £15.00	Soft Shell - STAMPE £36.95	Sweatshirt - STAMPE £22.96
SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS	SELECT OPTIONS
T Shirt - STAMPE £14.95	Varsity Jacket Adult - STAMPE £35.00		
SELECT OPTIONS	SELECT OPTIONS		

Contact

Please note the new email addresses for Stampe Club representatives. To ensure Stampe Club emails don't end up in your 'Junk' folders, please add these addresses to your contacts. Thank you.

Austin Trueman
Chairman@StampeClub.org

Richard Ward
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Jonathan Keighley
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Guy Solleveld
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Paul Anderson
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We Want Your Stories

With members all over the world, it would be interesting to learn how things are going in your 'corner of the world'.

So, if you have anything you would like to say (particularly if it is amusing and/or controversial) or simply interesting to other members, please send it in. Don't worry about your writing skills, it is the story that counts!

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday, 1 July 2024. Feedback in response to any of the items raised is always welcome!



Contact Austin Trueman:
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Stampe Club

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Spring 2024

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The Stampe Club has, since its existence, collated the names and contact details of members, as well as their aircraft details. It should also be clearly understood that the Stampe Club will never disclose a member's contact details to any third party without the express permission of that member.
